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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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SUBJECT	1. Turboprop Engine Development at Zavod No. 2 in Upravlencheskiy Gokodok 2. Location of German Scientists	DATE DISTR.	4 June 1954
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Turboprop Engine Development

1. [redacted] at Pilot Plant No. 2 in Upravlencheskiy Gorodok (N 53-12, E 50-09), [redacted] the 022 type turboprop engine had probably not yet reached the anticipated 6,000 hp braking power. No details were available.¹ 25X1

2. The development of a double-power plant based on type 022, driving one set of two propellers, was carried as Project M. The first experimental model of the power unit was completed in about 1951. A total of five experimental models were built. Two or three were sent to the test stands in Upravlencheskiy. The others were shipped away for flight tests. [redacted] these models were installed in a four-engine aircraft. [redacted] except for some minor faults, the power units had proved to be good.² ex- 25X1

3. Project K involved the development of a larger turboprop engine which was basically related to the 022. [redacted] the unit was designed with a nine-stage compressor, for a rated altitude of 6,000 meters, and [redacted] the final version of the model should have a total of 10,000 hp. The first model was completed in early 1953 and was tested during the summer of 1953. 25X1

4. Project D, which was similar to Project K, was designed for a rated altitude of 10,000 meters. The designing work was completed in November 1953 and the construction of the experimental models was started.³ 25X1

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25 YEAR

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5. The development of a large gas turbine for stationary purposes had been handled marginally between 1948 and 1950 and was finally cancelled, after the activities had never proceeded beyond the initial stage of development.⁴

Location of German Scientists

6. On 24 November 1953, [redacted] the first of the two transports carrying a total of about 75 returning experts and their families and about 60 percent of the dependents of about another 75 German experts who were retained at Upravlencheskiy Gorodok. Those retained were scheduled to be transferred to Savelovo (N 56-52, E 37-22). The second shipment of experts was scheduled to leave on 25 November. Except for Genseke (fnu), a laboratory expert who tested materials by means of X-ray at the Material Testing Department, all skilled laborers and foremen had returned to Germany.

7. German experts who had returned in December 1953 included:

Arzberger (fnu)
 Beck, Graduate Engineer (fnu)
 Brauer (fnu) - will probably go to the Dresden Institute of Technology
 Carius (fnu)
 Claus, Herbert
 Dingetal (fnu) - his wife died in Upravlencheskiy
 Esser (fnu)
 Fischer (fnu) - a fitter
 Franke (fnu) - (a jig and fixture designer by the same name and his family returned from Upravlencheskiy and are now living in Chemnitz)
 Fritsche (fnu) - a fitter
 Gassenmaier (fnu)
 Gimm (fnu)
 Guetter (fnu)
 Hahnel (fnu)
 Hartleib, (fnu) - went to Chemnitz
 Hellwig (fnu)
 Kasche, Gerhard - a qualified and honorable man who was to go to Pirna
 Lange, Engineer (fnu)
 Makella (fnu)
 Pruess (fnu)
 Redenz (fnu)
 Sablinski (fnu)
 Salzmann (fnu) - a qualified man and chief of the office for jigs and fixtures
 Scheumann (fnu) - now is in Chemnitz
 Schneider, Heinrich
 Steudel (fnu)
 Teichert (fnu) - now is in Chemnitz
 Ulmitz (fnu)
 Wilhelmi, (fnu)
 Wille (fnu)

8. Experts who remained in Upravlencheskiy when source left included:

Bahn, (fnu),
 Bohn, (fnu) }
 Brandner, (fnu) } The families of Bohn, Brandner, Dr. Bredendick, and Dr.
 Bredendick, Dr. (fnu) Cordes returned in December 1953; Dr. Cordes' family
 Cordes, Dr. (fnu)) planned to go to Bendorf.
 Creuzberg (fnu) - his family returned in 1952
 Deinhardt, (fnu) - his family probably returned in December 1953
 Dornhoefer (fnu)
 Eberschulz, (fnu)
 Elze (fnu)
 Enderlen, (fnu) - designed the gears (his family returned in December 1953 and, although they owned a house in Dessau-Sued, they were ordered to move to Chemnitz, where Enderlen was supposed to work)

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Gerlach, (fmu)
 Glueck, (fmu)
 Haas, (fmu)
 Heber, (fmu)
 Heinrich, Dr. (fmu)
 Hieckel, (fmu)
 Jordan, Dr. (fmu)
 Kervin (fmu) - his family returned in December 1953
 Lange, Guenther
 Leupert, Hugo - his family returned in December 1953
 Leuthold, (fmu)
 Lorenz, Dr. Hans
 Lorenz, Dr. Max
 Lorenzen, (fmu) - his family returned in December 1953
 Meyer, (fmu)
 Niepmann, (fmu) - came from Herdecke/Ruhr
 Pawlowitsch, (fmu) - chief of the Ostashkov group and spoke Russian fluently
 Peissker, (fmu)
 Pfluegel, (fmu) - his family returned in December 1953 and moved to Dresden
 Pohl, Georg
 Prestel, (fmu)
 Rademacher, (fmu) - a qualified man whose family returned in 1952 and bought a
 house in Dessau
 Ropohl, (fmu)
 Sieding, Graduate Engineer (fmu)
 Schaedler, (fmu) - his family returned in December 1953 to Dessau
 Scheibe, Dr. (fmu)
 Scheinost, Dr. (fmu)
 Schenke (fmu) - (not to be mistaken for Schenck)
 Schmit, Dr. Rudolf
 Schrietz, Dr. (fmu)
 Schroeder, Graduate Engineer Hans Joachim
 Schulze, Dr. Gustav - his family returned in 1952
 Stadelmann, (fmu)
 Trimbusch, (fmu)
 Urban, (fmu)
 Vogts, Dr. (fmu)
 Wagner, (fmu)
 Weissbach, (fmu)
 Wiemann, (fmu)
 Witte, Kurt

9. German experts who had previously returned included Bake (fmu), Eichler (fmu) and Pietrus (fmu), who returned in 1950 or in 1951.

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Riedel (fmu) returned in 1950. Roessner (fmu) who returned in 1951 is probably at the Dresden Institute of Technology. Willi Winter was also among those experts who returned earlier.

10. [redacted] no definite information on the following:

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Baumsteiger, (fmu) - whereabouts unknown
 Beck, Dr. (fmu) - probably remained in the USSR
 Brodbeck, (fmu)
 Buettgenbach, (fmu) two brothers who probably returned in December 1953
 Buettgenbach, (fmu)
 Dickel, (fmu) - was to stay in Upravlencheskiy

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Fuchs (fmu) - went probably to Savelovo
 Genge (fmu) transferred to Ostashkov in July 1953
 Goetz, (fmu) transferred to Ostashkov in July 1953

Hanfter, (fmu) - whereabouts unknown
 Haensch, (fmu) - whereabouts unknown
 Hermann, (fmu) - transferred to Ostashkov in July 1953
 Jakob, Paul - transferred to Ostashkov in July 1953

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Jakob (fnu) - whereabouts unknown
 Juergens (fnu) - possibly returned in December 1953
 Kleinau (fnu) - possibly returned in December 1953
 Kuehne, Herbert - probably returned in 1951
 Lahme (fnu) - presumably in Ostashkov
 Moll (fnu) - [redacted] returned with his family possibly in December 1953 25X1
 Neumann (fnu) - as an engineer [redacted]
 Pistor, Dr. (fnu) - no information available
 Poell (fnu).
 Poell, Gudrun, [redacted] Sister of Poell (fnu) transferred to Ostashkov in July 1953 25X1
 Proell (fnu) - whereabouts unknown
 Reese (fnu) - whereabouts unknown
 Rhoen (fnu) - whereabouts unknown
 Simon (fnu) - transferred to Ostashkov in July 1953
 Scheibe, Herbert, - probably returned in 1951
 Schmarje (fnu) - probably returned in December 1953
 Schneider, Horst - transferred to Ostashkov in July 1953
 Schroetter (fnu) - whereabouts unknown
 Schueler (fnu) - had to remain in Upravlencheskiy [redacted]
 Steuck (fnu) [redacted] assembly foreman, was transferred to Ostashkov in July 1953 25X1
 Stich (fnu) - probably returned in December 1953
 Stubel, (fnu) - probably returned in December 1953
 Templ or Tempel, (fnu) - belonged to the group of Moeller
 Treiber (fnu) - transferred to Ostashkov in July 1953
 Vietze (fnu) - transferred to Ostashkov in July 1953
 Weckwerth (fnu) - transferred to Ostashkov in July 1953
 Werner, Reinhold - transferred to Ostashkov in July 1953
 Waltmann, (fnu) - was previously with the JFA; was transferred to Moeller's group in Upravlencheskiy
 Winkler, Mechanic (fnu) - whereabouts unknown
 Witt, Graduate Engineer (fnu) - whereabouts unknown
 Woelflet, (fnu) - transferred to Ostashkov in July 1953
 Zenke, (fnu) - belonged to Moeller's group
 Zimmermann (fnu) - probably returned in December 1953

Comments:

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1.

The 022 version completed by the fall of 1950 had a brake power of 4,500 to 4,800 hp and an additional 500 to 600 hp of thrust converted to brake power.

the engine failed its first state run in the first quarter of 1951, while it successfully absolved the 200-hour state test in August 1951.

2.

designing work of a dual 022 turboprop engine with an output of 4,500 hp per power unit started in 1951. [redacted] the engine was flight-tested in Kazan.

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3.

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